



City of Lancaster

2006 *STREETSCAPE MASTER PLAN* Synopsis

April 2006



CAYE COOK &
ASSOCIATES
LANDSCAPE ARCHITECTS



“Our city continues to grow at a steady pace, all along allowing us to preserve our historical heritage, picturesque farmland, low rolling hills, creeks and woods.

Lancaster has been called the ‘complete’ city offering residents the best of two worlds – a suburbia lifestyle with rich history and tree lined streets as well as a progressive future.”

Joe Tillotson, Mayor of Lancaster

Source: City of Lancaster Website

<http://www.lancaster-tx.com>



Table of Contents

- *Introduction*
- *Design Recommendations*
 - *Streetscape Concepts*
 - *Landmarks, Gateways and Nodes*
- *Landscape Concepts – Medians and Right-of-Ways*
 - *Thoroughfares*
- *Street Furnishings and Lighting*
- *Gateway and Node Standards*
- *Implementation Recommendations*
 - *Priority Implementation Criteria*
 - *Action Plan*
- *Funding Recommendations*



Introduction

Goals of the Streetscape Master Plan are to promote a sense of community, establish a unique city identity and develop a unifying streetscape theme in Lancaster. The Streetscape Master Plan will be utilized as a planning tool, coordination instrument for construction projects and as a basis for developing future funding strategies. The intent of this plan is to facilitate the creation of an attractive system of streets that will beautify the city.

The following objectives guide the decision making process for the Streetscape Master Plan:

- Create and reinforce a unified image of Lancaster
- Design for vehicular and pedestrian safety
- Create a pedestrian friendly environment
- Provide way finding devices
- Provide landscaped corridors
- Preserve existing trees and vegetation
- Provide art and interest

These goals and objectives are translated into specific design recommendations for Lancaster streets as expressed in the full version of the Streetscape Master Plan, referred herein by reference.

Design Recommendations

This plan introduces a systematic approach and provides comprehensive guidelines for the streetscape. At the same time it:

- Reflects the “character and identity” of major communities
- Establishes continuity of information
- Promotes the city to visitors
- Improves the overall streetscape aesthetics

Streetscape Design Concept

The Streetscape Master Plan proposes a multi-ring approach. There are four major rings rippling from the city center. The center ring is defined by the historic downtown and neighboring residential area. The adjacent or “inner” ring contains established neighborhoods and defined green spaces such as the Lancaster Golf Course and Ten Mile Creek Preserve. The next ring contains areas in transition as agricultural land is developed into residential or industrial neighborhoods. The outer ring encompasses the dynamic area along the interstates and city’s perimeter which forms the visual front doors to Lancaster.

The recommended building and planting materials per individual ring emphasize a “natural” palette including native plants and locally processed building materials such as red brick, limestone, and cast stone. The trees were selected primarily for their being native to the area and also for their stately nature, longevity, and disease resistance. The difference between the zones/rings is determined by the material used, scale of markers and type of tree species.

Streetscape Concept

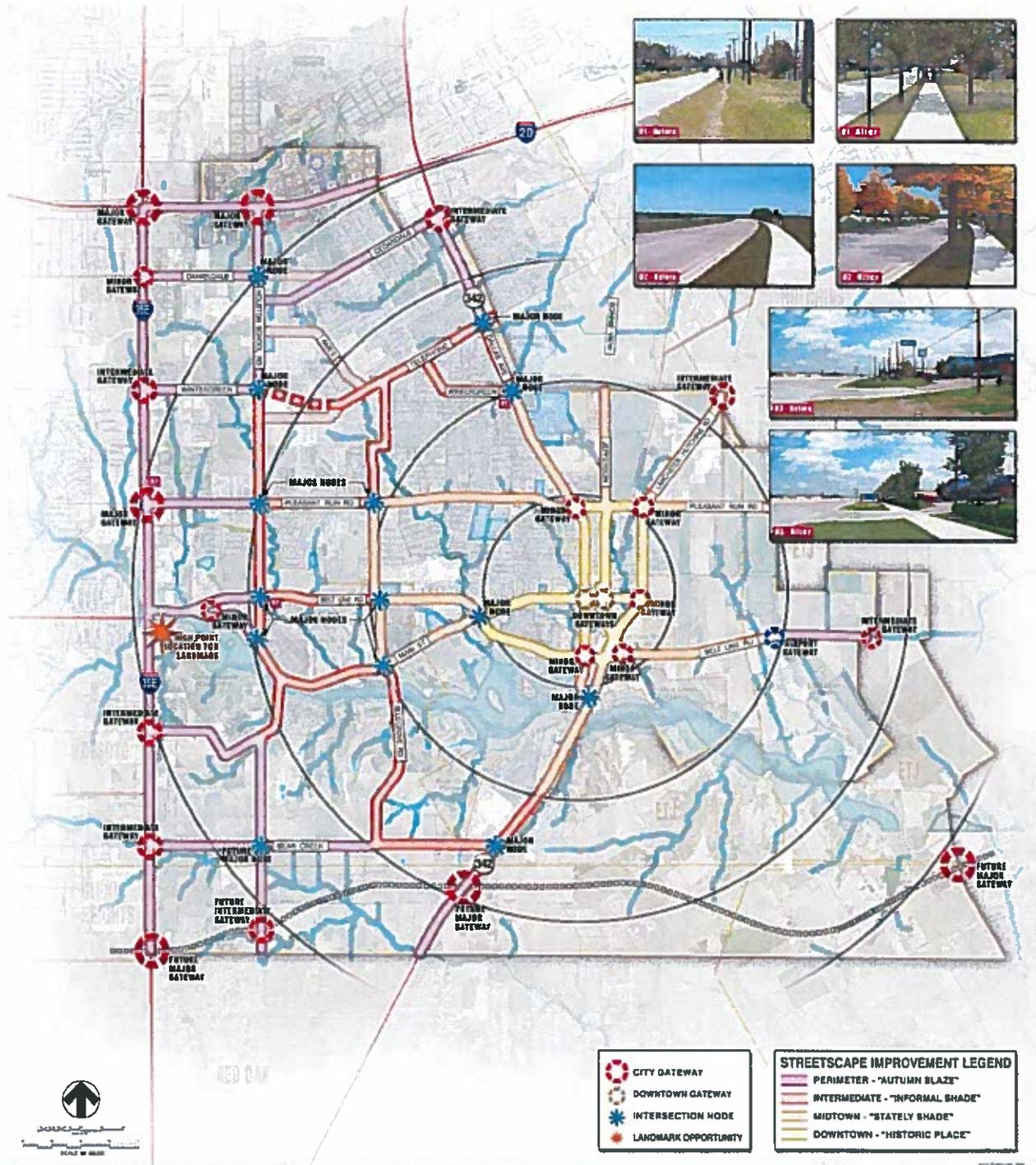
1. **Outer ring / Gateway access - Perimeter – “Autumn Blaze”**
 - Purpose: Initial introduction to Lancaster; highly visible and vehicular in scale
 - Signage: General direction to “community resources”
 - Trees for fall color/autumn blaze: Shumard Red Oak, Texas Ash, October Glory Maple, Soapberry, Honey Locust
 - Major gateway monuments: 30-45’ tall limestone/concrete landmarks with steel accents at major intersections along IH 35, IH 20 and the future Loop 9
 - Intermediate (20’-30’t tall) and minor (15’-20’ tall) gateway monuments: Caststone, concrete columns with brushed stainless steel extensions
 - Paving: Brick crosswalks at major intersections; concrete paving with brick accents at minor intersections
2. **Middle ring – Intermediate - “Informal Shade”**
 - Purpose: To define emerging neighborhoods and greenways
 - Signage: Directional information to specific areas



- Trees for informal shade: Chinkapin Oak, Soapberry, Bur Oak, Shumard Red Oak, Pecan
 - Major node monuments: 12-15' tall caststone/cut limestone and brick columns with steel accents at major intersections
 - Paving: Concrete with brick accent crosswalks at major intersections
- 3. Inner ring – Midtown - “Stately Shade”**
- Purpose: Define established neighborhoods
 - Signage: Specific destination and parking information
 - Trees for stately shade: Live Oak, Cedar Elm, Bur Oak, Chinkapin Oak, “Marshall Seedless” Green Ash
 - Major node monuments: 12-15' tall caststone/cut limestone and brick columns with steel accents at major intersections
 - Minor gateway monuments (15'-20' tall): Caststone, concrete columns with brushed stainless steel extensions
 - Paving: Concrete with brick accent at cross walks at major intersections
- 4. City Core – Downtown - “Historic Place”**
- Purpose: Focus on historic downtown and Town Square
 - Signage: Mostly pedestrian orientated
 - Trees to denote historic place: Shumard Red Oak, American Elm, Live Oak, “Marshall Seedless” Green Ash, Cedar Elm
 - Monuments: 15' tall columns or markers of brick and cast stone at the four entrances to Town Square
 - Minor gateway monuments (15'-20' tall): Caststone, concrete columns with brushed stainless steel extensions
 - Paving: Brick sidewalks in central business district and brick cross walks at major intersections

The rings vary in expression from the dominant red brick with cast stone accents recommended for the center ring to caststone/cut limestone/concrete structures with steel and brick accents in the inner, middle to outer ring.

The ring approach provides a sense of reference to the City's downtown. However, it must not be misunderstood in that downtown is necessarily the ultimate destination. Neighborhoods, commercial, retail areas and parks are all possible destination locations.



CITY OF LANCASTER
STREETSCAPE IMPROVEMENTS
 PARKS, RECREATION & OPEN SPACE; BIKE & BIKE TRAIL; STREETSCAPE MASTER PLANS

FIGURE 5

 Halff Associates



Landmarks, Gateways, and Nodes

1. Proposed City Landmark

Lancaster is not readily identified from its border freeways, IH 20 and IH 35. A major city landmark recognizable as a Lancaster icon is needed to announce the City. The preferred location for such a landmark is the high point at the south east corner of IH 35 south of Beltline Road, one of the primary entrances to the City from the west side of town. A highly visible, well crafted landmark at this location would create a strong positive first impression and visible entry marker to Lancaster.

The city landmark is envisioned as a grouping of obelisk like sculptures that are sixty to seventy feet high. The landmark will be located on five acres of land between the Interstate and the NAPA owned Veda Farrington Preserve. It is further recommended to zone the entire stretch of land between the Interstate and the Nature Conservancy south of Beltline Drive as high end retail and restaurants and a place for tourists to stop and explore. Trails are recommended to connect the icon / monument structure with Ten Mile Creek and along the periphery of the Preserve.

Before

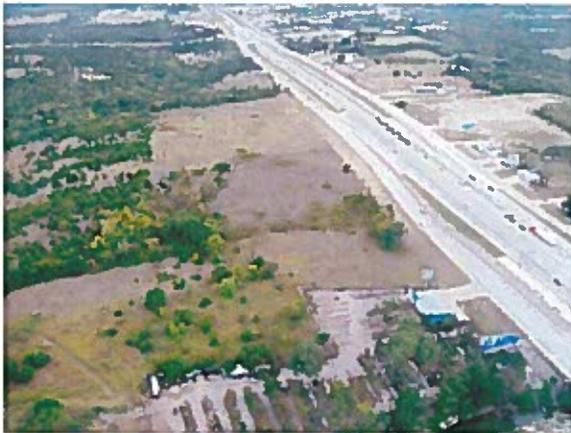
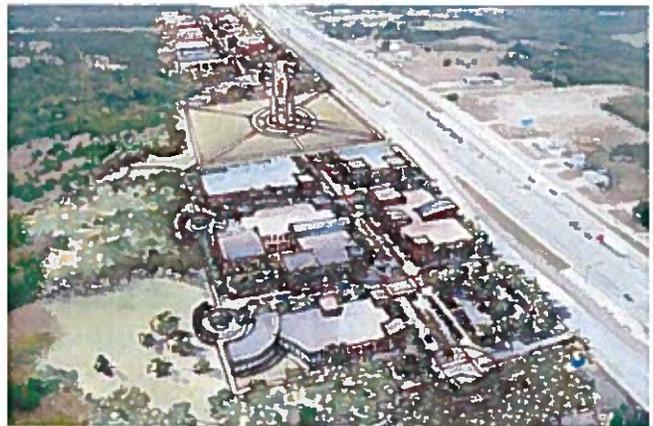


Image of the highpoint east (left) of IH 35

After



Proposed City Landmark 60 to 70 feet tall

2. Major Gateways

It is proposed that Lancaster boldly announce its presence, and thereby reinforce its image by utilizing a combination of lighting, graphics, planting, paving, and architectural elements at all of the city's principle gateways.

Opportunities for major gateway treatments in Lancaster include:

- IH 35 intersection with Pleasant Run Road
- IH 20 intersection with Houston School Road
- Future intersection of Loop 9 and Lancaster Hutchins Road



Aerial image of IH 35 and Pleasant Run Road before improvements

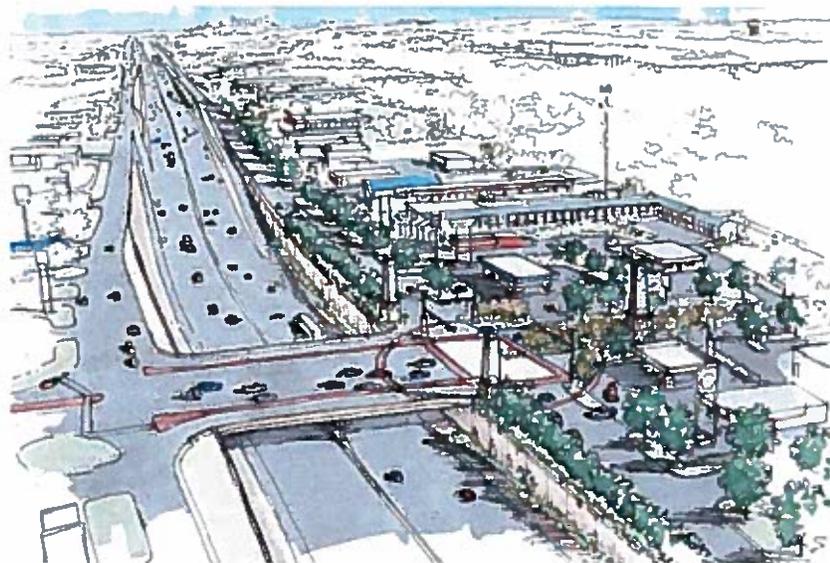


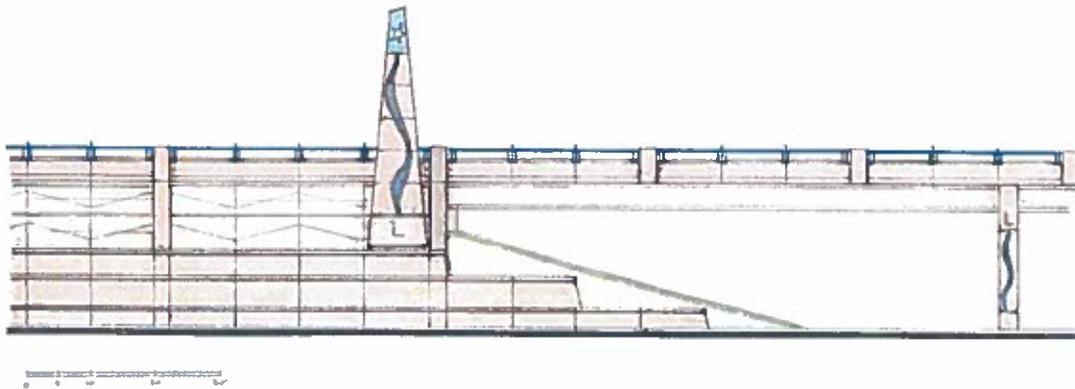
Image of IH 35 and Pleasant Run Road after proposed improvements

3. Intermediate Gateways

Intermediate gateways define the city entry with amenities such as architectural elements and columns, lighting, paving and planting. The columns (20'-30' tall) are generally smaller than major gateways.

The opportunity for intermediate gateways occurs at:

- IH 35 and Bear Creek Road
- IH 35 and Wintergreen
- Dallas Avenue at Cedardale
- Wintergreen and Lancaster Hutchins
- The future Loop 9 and Houston School Road
- Belt Line Road east of the Airport entrance
-



Proposed intermediate gateway monument at Bear Creek Road along IH 35

4. Downtown Gateways

Downtown gateways occur at major intersections within the downtown community of Lancaster. Due to the historic nature of the downtown community, downtown gateways are distinguished from other gateways by the use of historic building materials constructed at a pedestrian scale.

The primary gateway points into downtown/Town Square are at the intersections of:

- Dallas Avenue and Main Street
- East Main Street and Henry Street
- South Central Avenue and West Cedar Street
- North Central Avenue and East First Street

The dominant architectural element of the downtown streetscape is red brick which repeats the finish of existing downtown buildings. Brick monuments with cast stone accents serve to define this historic area. Brick pavers fill the crosswalks and the sidewalks to further distinguish this older section of town. The main vista to the town center is punctuated with additional flag poles. Parking is eliminated around the circular center to create a pedestrian plaza with a fountain for outdoor events.



Town Square at Main Street and Dallas Avenue – before proposed improvements



Town Square at Main Street and Dallas Avenue – after proposed improvements

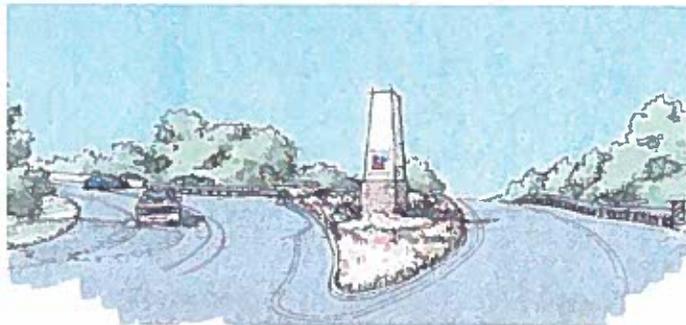
5. Major Nodes

Major nodes occur at main intersections within the City. The architectural columns are concrete and brick structures 10'-12' tall. Other enhancements include planting and irrigation, site furnishing, enhanced planting at corner, new brick crosswalks, enhanced pavement at corners and pedestrian lighting.

Lancaster Hutchins and Dallas Avenue before proposed enhancements



Lancaster Hutchins and Dallas Avenue with enhancements of major node monument and planting



The east intersection of Beltline Road and Main Street is regarded as major road. A visualization of its enhancement is presented below.

Before



After





Landscaping Concepts *Medians and Right-of-Ways*

Streetscape elements that are utilized to define the image of Lancaster include but are not limited to:

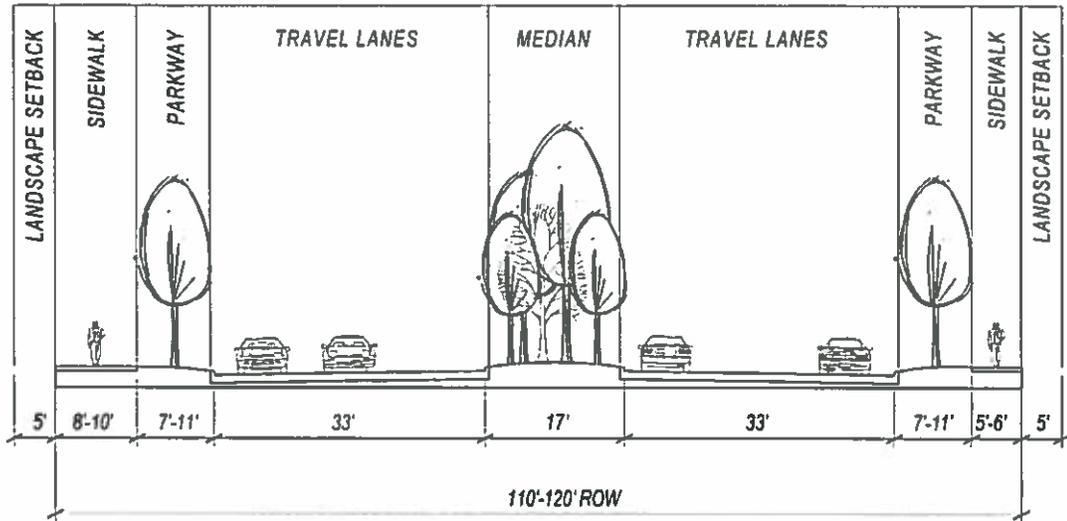
- Location and Size of Sidewalks & Crosswalks
- Plantings in the medians and parkways
- Tree preservation
- Street and pedestrian lighting
- Directional and informational signage
- Supporting graphics and street furnishings
- Treatment of utilities
- Architectural monuments
- Neighborhood entries and enclosures

Thoroughfares and Streets

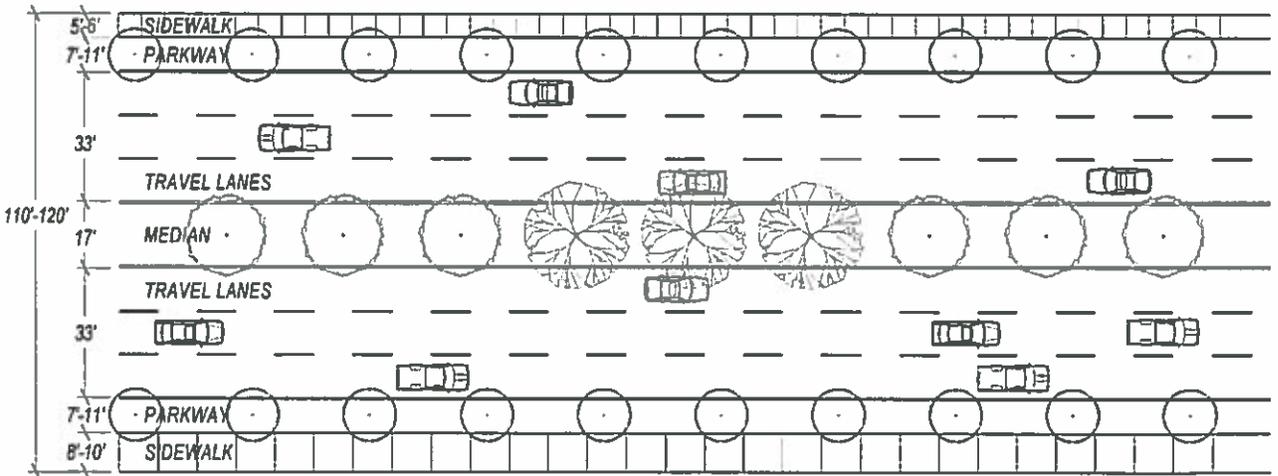
The following describes the recommended layout of the City of Lancaster's thoroughfares and streets including:

1. Type A – Major Thoroughfare
2. Type B – Major Thoroughfare
3. Type C – Secondary Major Thoroughfare
4. Type D – Collector
5. Type E – Residential

Type A – Major Thoroughfare

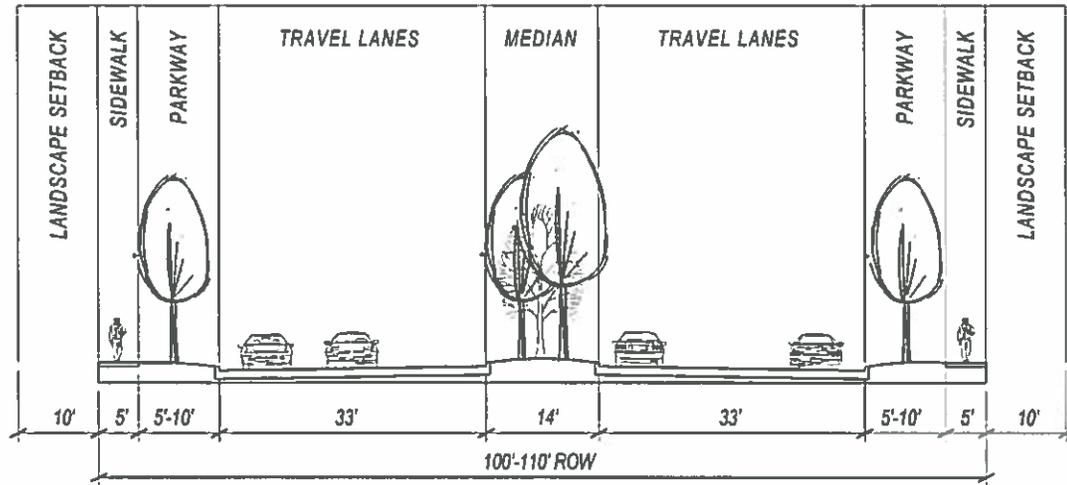


Type A - Major Thoroughfare

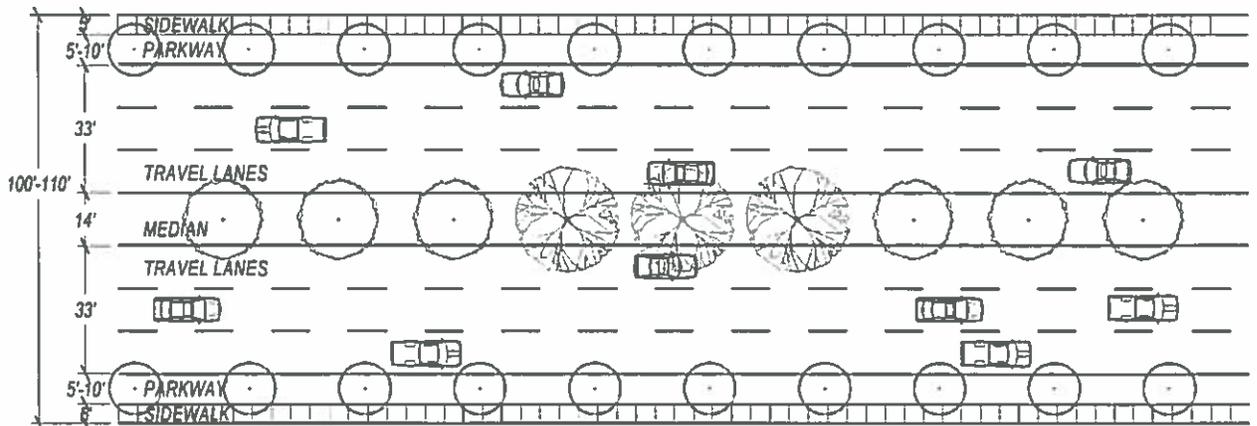


Type A - Major Thoroughfare

Type B – Major Thoroughfare

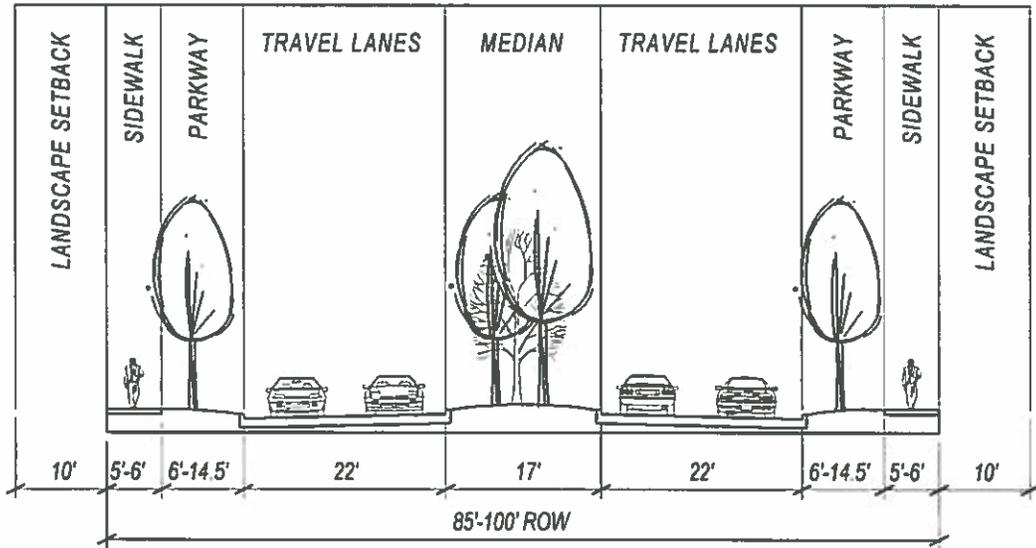


Type B - Major Thoroughfare

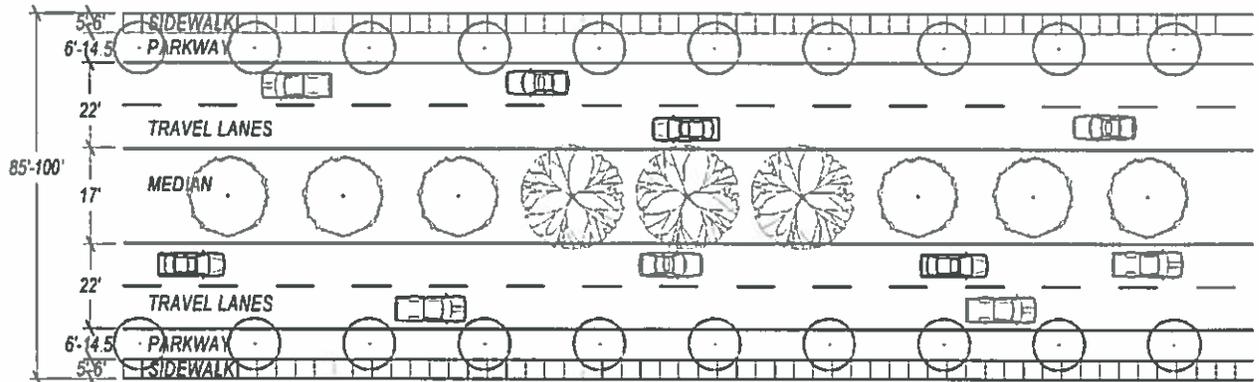


Type B - Major Thoroughfare

Type C – Secondary Major Thoroughfare

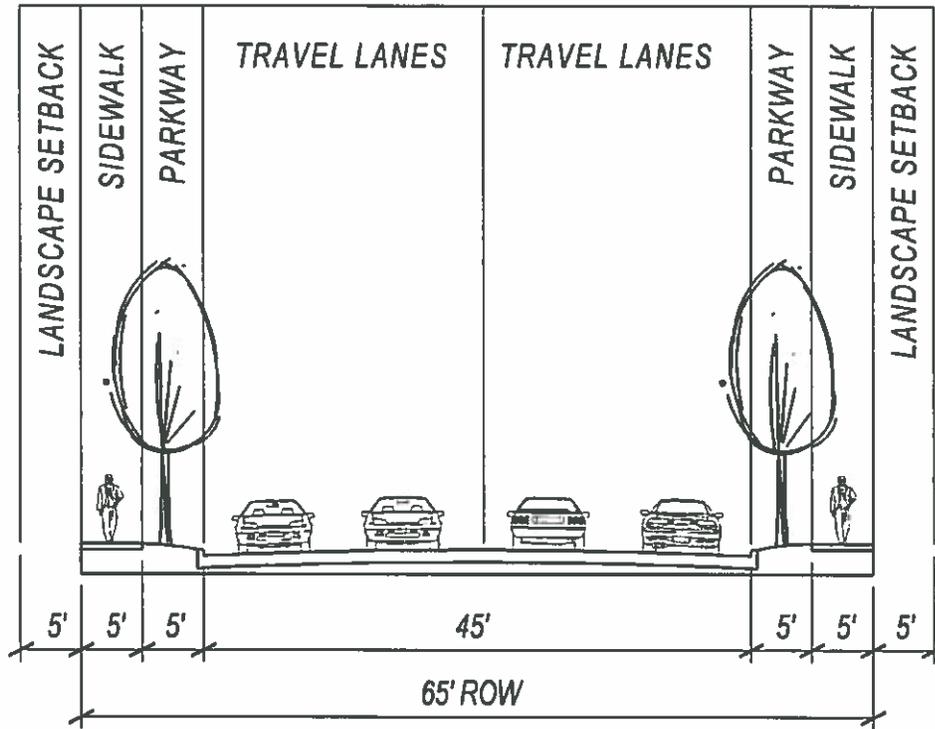


Type C - Secondary Major Thoroughfare

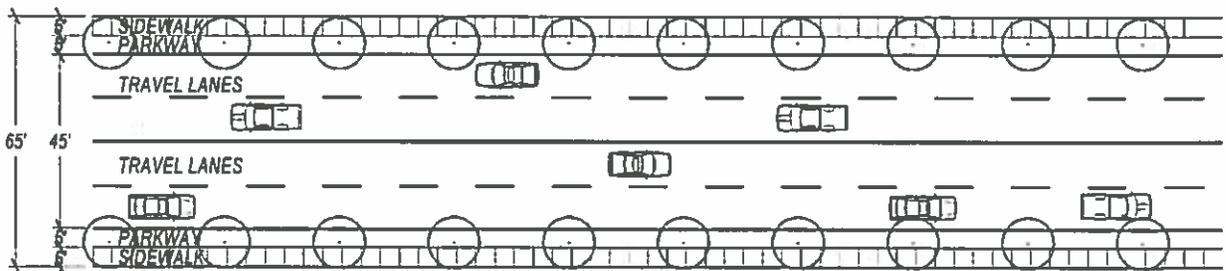


Type C - Secondary Major Thoroughfare

Type D – Collector

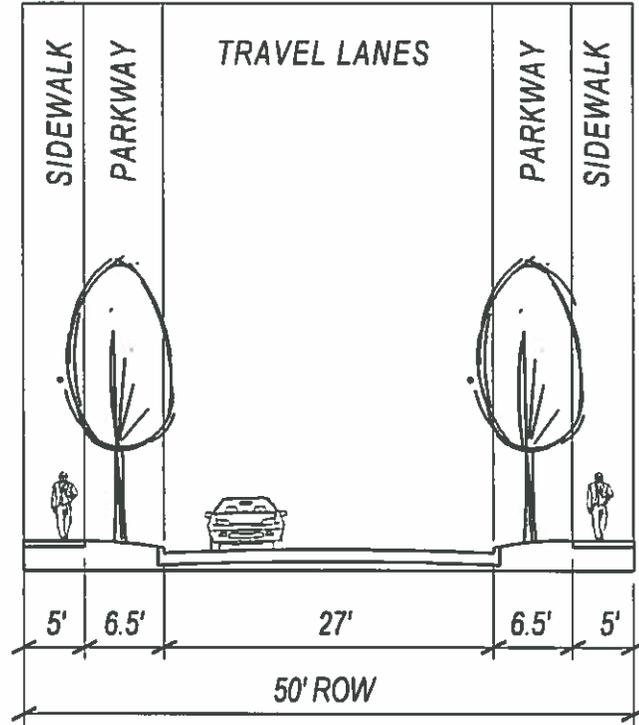


Type D - Collector

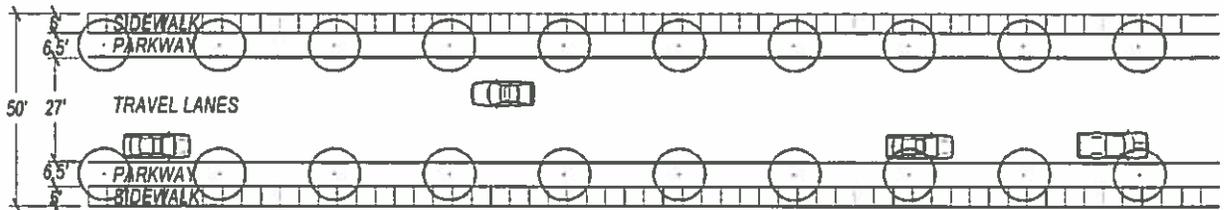


Type D - Collector

Type E – Residential

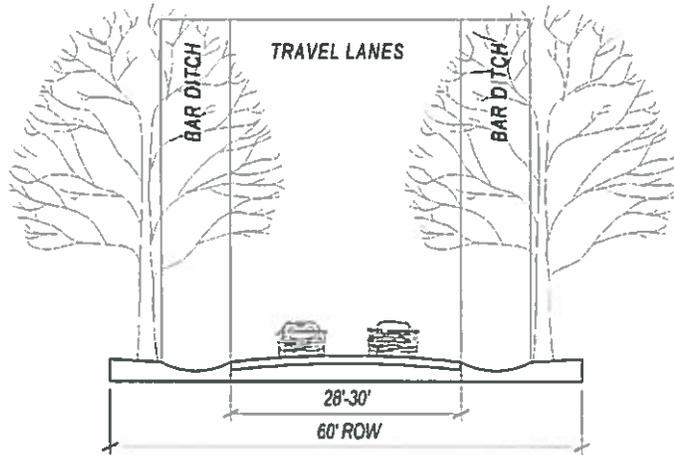


Type E - Residential

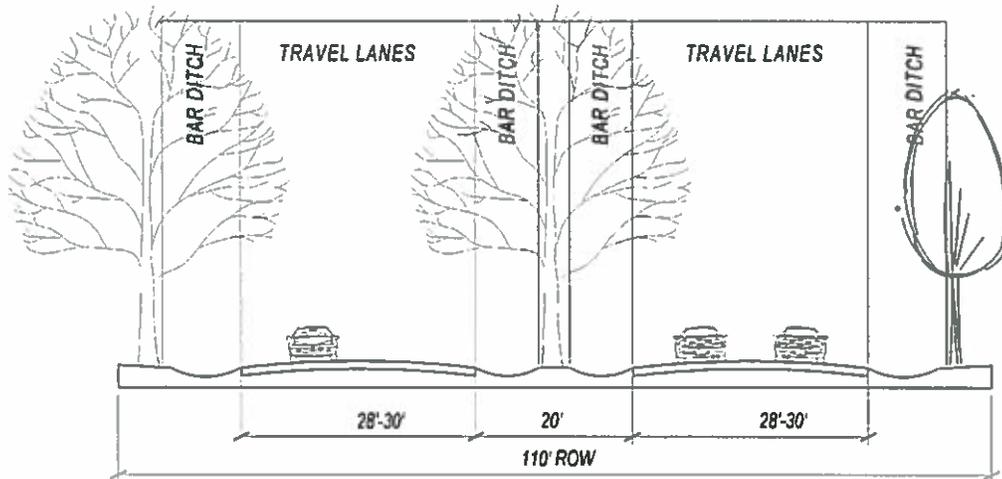


Type E - Residential

Rural Thoroughfares



Type F - Estate/Rural



Type F - Estate/Rural Divided

When rural thoroughfares are considered for 4 lane divided roads, it recommended placing the new set of lanes adjacent to one of the outside row of existing street side trees. This will assist in keeping the rural character of the road when it is widened to carry more vehicles.

Nakomis Road is one of the most spectacular road ways in the City of Lancaster. In order to preserve its historic and visual quality, it is recommended that an overlay district be established along the road. Such an overlay should stipulate that this road never be widened and that its use be encourage for tourist enjoyment.

Street Furnishings *Furnishings and Lighting*



BENCH

Brand: Victor Stanley

Model CR-18: A City Sites Series™ bench with uniquely curved castings that delight the eye and enhance the setting. The CR-18 is shown here in standard 6-foot (1.8 meters) length.

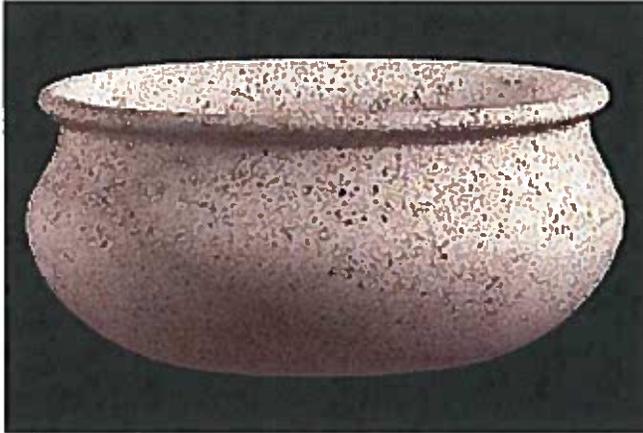
Color: Black

Standard: All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings. All ductile iron castings come with a 10-year warranty against breakage.

Materials: Ductile iron end frames – all ductile iron castings come with a 10-year warranty against breakage; scrolled vertical steel slats are formed from 1/4" x 1-1/2" (6.35mm x 38.1mm) solid steel bars; scrolled vertical steel slats are welded to cross members of 1-7/8" (47.63mm) tubular steel; 1-5/16" (33.34mm) tubular steel rung used for additional support

Finishes: All fabricated metal components are steel shotblasted, etched, phosphatized, preheated, and electrostatically powder-coated with TGIC polyester powder coatings. Products are fully cleaned and pretreated, preheated and coated while hot to fill crevices and build coating film. Coated parts are then fully cured to coating manufacturer's specifications. The thickness of the resulting finish coat averages 8-10 mils (200-250 microns).

Installation: Clearance for 3/8" (9.53mm) anchor bolts (anchor bolts provided by others). It is not recommended to locate anchor bolts until bench is in place. This Victor Stanley, Inc. product must be permanently affixed to the ground. Consult your local codes for regulations.



CAST STONE PLANTER

Brand: Dura Art Stone

Model: Aquarian

Colors: S-17 Mojave Sand

Materials: Cast Stone

Finishes: Light Sandblast

Sizes: 3' by 22"

Cast Stone / Precast Concrete is a mixture of cement, aggregates and mineral colors and is reinforced with steel.

1. Cement shall be Portland Cement conforming to ASTM C-150 Types I, II or III.
2. Integral color shall be pure mineral oxide, lime-proof and non-fading.
3. Aggregates for concrete shall conform to the ASTM C-33 with a maximum size of 3/4 inch.
4. Reinforcing steel shall conform to ASTM 615 and deformations shall conform to ASTM M-305.
5. Quality; Minimum strength of 5,000psi at age 28 days, as determined by tests of 6-inch and 12-inch cylinders. Absorption shall not exceed 5 percent.



LITTER RECEPTACLE

Brand: Victor Stanley

Model S-45: The "Big One." Ironsites Series litter receptacle has a 45-gallon (170 liter) capacity. It is shown here with standard tapered formed lid.

Color: Black

Standard: All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings.

Other standard features include a formed lid attached to the frame with two vinyl-coated steel aircraft cables, a high-density plastic liner, and rubber-tipped leveling feet on the base.

Interior plastic liners for our litter receptacles offer substantial value and are produced on molds that we designed and own. These plastic cans are reinforced, ribbed, and molded for durability, ease of use, and greater capacity.

Materials: 3/8" x 1" (9.53mm x 25.4mm) vertical solid steel bars; 1/4" x 2-1/2" (6.35mm x 63.5mm) horizontal solid steel band; 1/4" x 6" (6.35mm x 152.4mm) horizontal solid steel band; 3/8" x 3" (9.53mm x 76.2mm) steel support bars; 5/8" (15.88mm) solid steel top ring; 36 gallon (136 liters) capacity high density plastic liner; leveling feet with a 3/8" (9.53mm) diameter threaded steel shaft.

Options: S-2A formed dome with stainless steel ashtray and DS-32 formed dome with self-closing door. Custom plaques and decals: Steel plaques in various sizes and pressure sensitive vinyl outdoor decals.

Finishes: All fabricated metal components are steel shotblasted, etched, phosphatized, preheated, and electrostatically powder-coated with TGIC polyester powder coatings. Products are fully cleaned and pretreated, preheated and coated while hot to fill crevices and build coating film. Coated parts are fully cured to coating manufacturer's specifications. The thickness of the resulting finish averages 8-10 mils (200-250 microns).

In high salt abusive climates, hot dip galvanizing before powder coating is available. Hot dip galvanizing will provide greater protection in salty climates but yields a slightly less smooth coating finish. Most fabricated metal components and castings can be hot dip galvanized, lids cannot, please contact manufacturer for details.

Installation: 3/4" (19.05mm) square anchor bolt hole (anchor bolts not provided by Victor Stanley, Inc.). It is not recommended to locate anchor bolts until receptacle is in place. This Victor Stanley Inc., product must be permanently affixed to the ground. Consult your local codes for regulations.



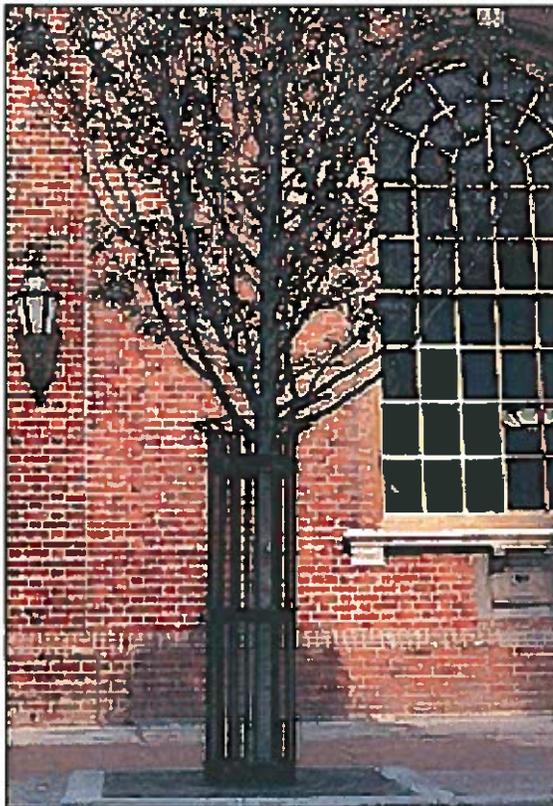
BIKE STAND

Brand: Victor Stanley

Model: BKR-35: Bike Bollard with 3" OD high-strength tubular steel. Shown in standard in-ground mount. Also available in standard surface mount.

Color: Black

Standard: All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings.



TREE GUARDS

Brand: Victor Stanley

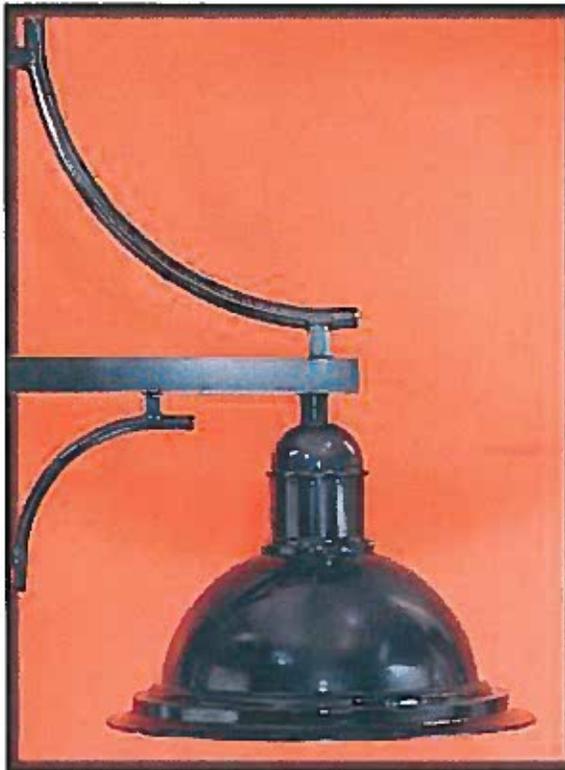
Model S-6: The Ironsites® tree guard complements our other Ironsites® products. The cost of tree guards is based on the diameter and height. Please contact us with requirements.

Standard: All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings.



PEDESTRIAN LIGHTING

Option #1: It is recommended that the existing light fixtures, both pedestrian and vehicular, used at the new recreation center and library, be used throughout the city of Lancaster. Lancaster should have records indicating the style numbers, cost, and specifications for these fixtures.

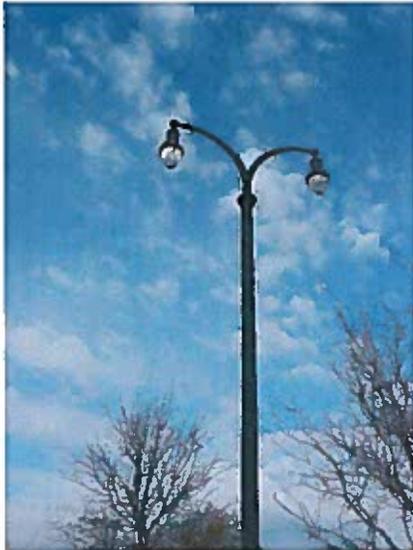


Option #2: Sternberg Lighting

Model: 1527F Lamp Sternberg Full Cut-Off NightSky Optical System 5600 T-5 Base and Pole

Color: Black

Features: Offers NightSky™ roof optics, horizontal type 2, 3, 4 or 5, tool less entry from a hinged bottom opening with a tempered glass lens and up to 400w MH or HPS mogul base lamping. Bottom portion of the fixture has a flared edge. Different size arms available. Hinged bottom opening allows access to the lamp, ballast and rotatable reflector assembly. Conforms to "Dark Sky" ordinances. Measures 27" x 19".



*Vehicular Lighting (Option 1)
Residential and downtown use*

Visco Lighting
www.visco-light.com

Model: Base:
Series OCT/8
Pole and Luminaire:
VI-WB21-LA/1-OCT
Metal Halide lamps

Color: Black

Price: Variable depending on height and spacing to provide sufficient lumination.

Hossley Lighting Associates
www.hlalighting.com
Gene Kennedy
214-413-7008

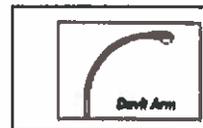


*Vehicular Lighting (Option 2)
Light industrial and retail along IH 35 and IH 20*

Visco Lighting
Model: VI-W42-1-F
www.visco-light.com
Color: Sand

Price: Variable depending on height, length of poles, and quantity ordered.

Hossley Lighting Associates
www.hlalighting.com
Gene Kennedy
214-413-7008

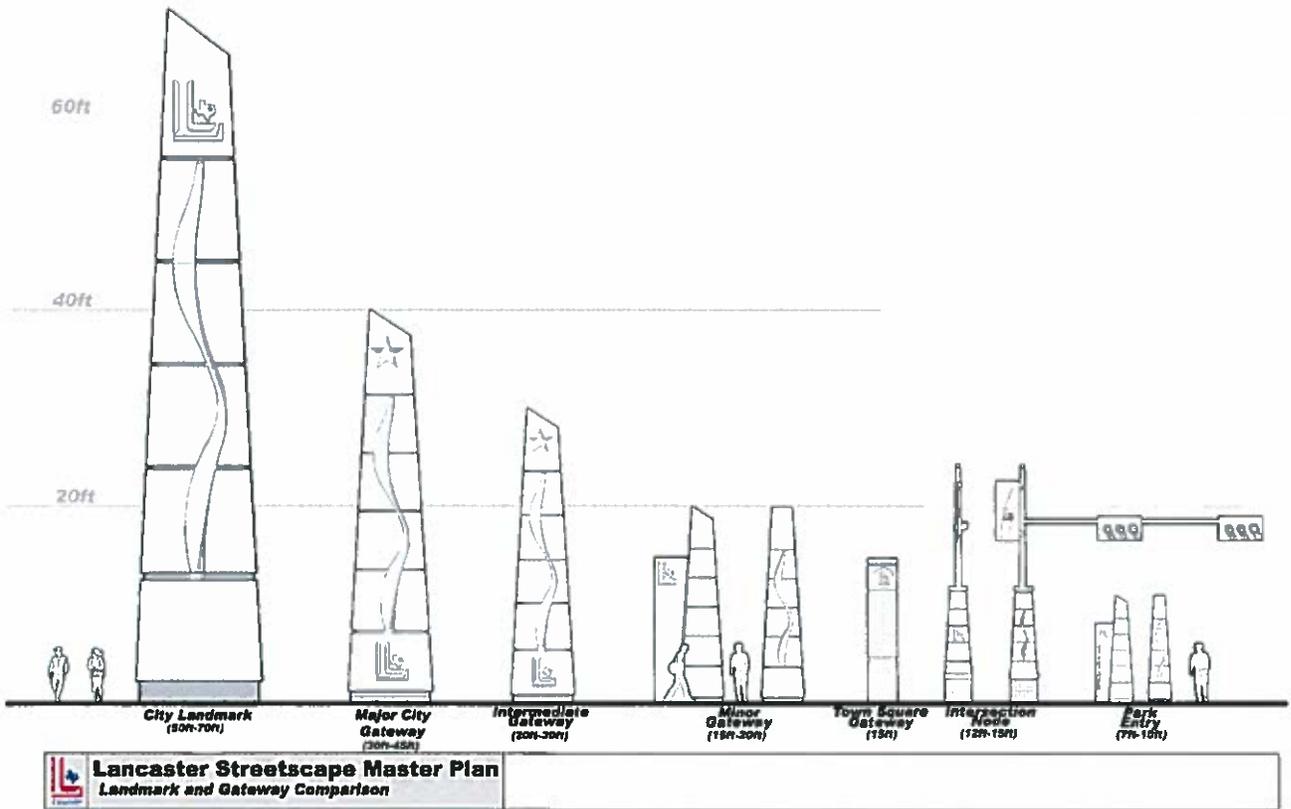


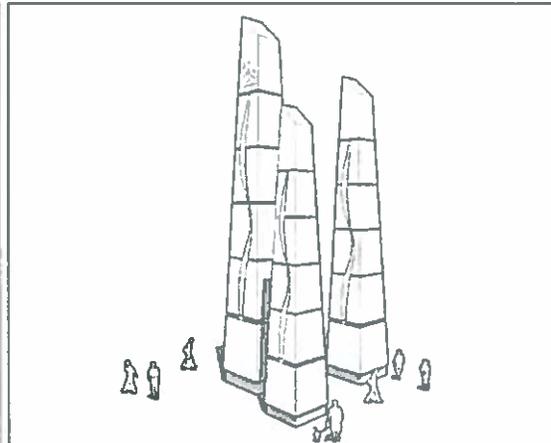
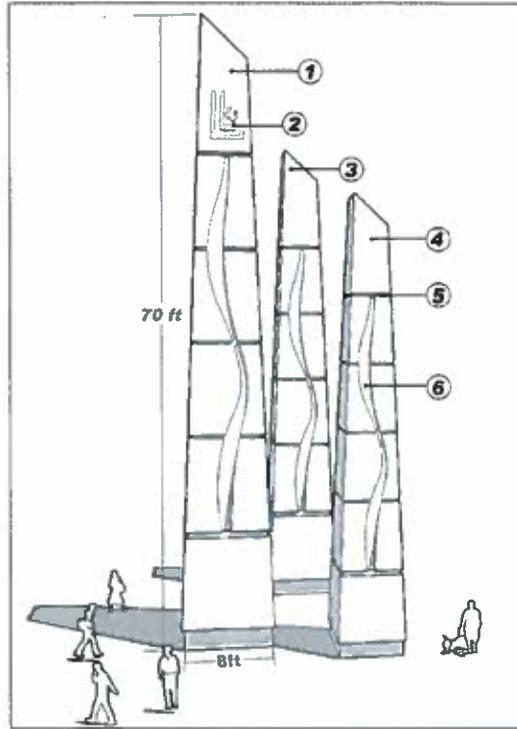


Gateway and Node Standards

The following describes gateway and entry standards for:

1. City Landmark on a high point overlooking Lancaster along IH 35 south of Beltline Road
2. Major Gateways and/or City entry monuments including Pleasant Run Road on IH 35 and Houston School Road on IH 20
3. Intermediate Gateways and/or City entry monuments including Cedardale at Dallas Avenue, Wintergreen and Bear Creek on IH 35, and Wintergreen at Lancaster-Hutchinson Road
4. Minor Gateways at major intersections including Pleasant Run Road at Dallas Avenue and Lancaster-Hutchinson Road; and Beltline Road at Main Street west
5. Major nodes at intersections including Dallas Avenue at Wintergreen Road; and Houston School Road at Wintergreen Road
6. Park Entrance Signage including Meadow Creek Park
7. Historic District/Town Square Gateway including Main Street at Dallas Avenue and Henry Street; Centre Avenue at Cedar Street and First Street

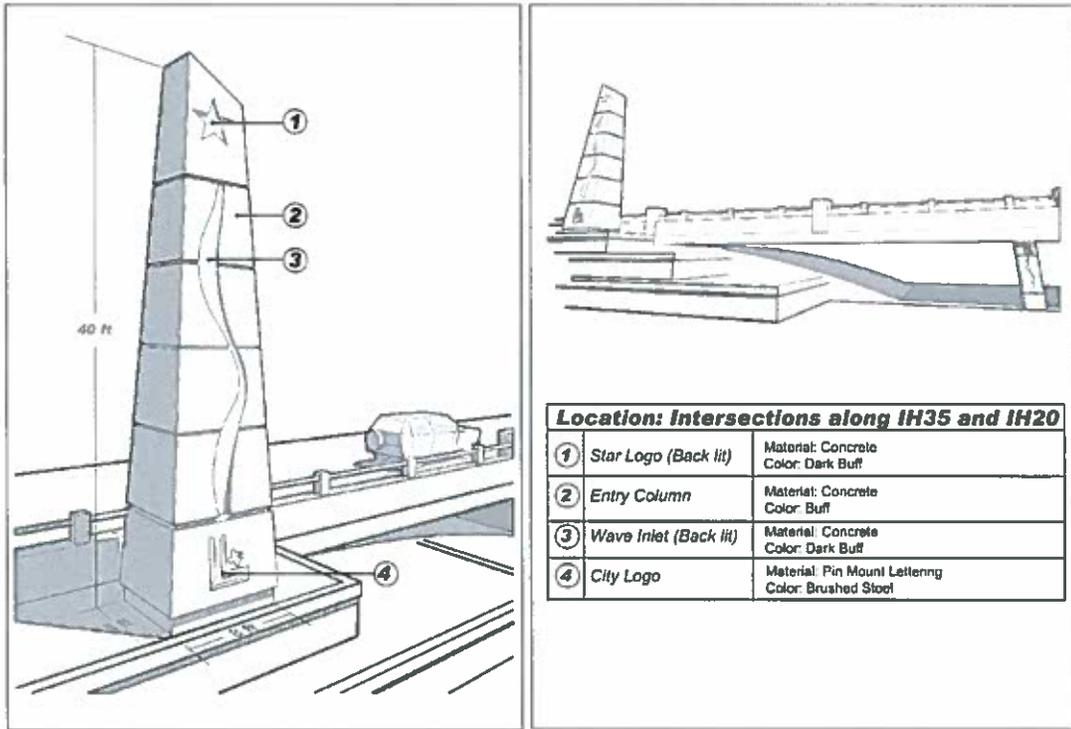




Location: High Point along I35 South of Beltline Rd.

①	70' Monument	Material: Concrete Color: Buff
②	City Logo	Material: Pin Mount Lettering Color: Brushed Steel
③	60' Monument	Material: Concrete Color: Buff
④	50' Monument	Material: Concrete Color: Buff
⑤	Recess	Material: Concrete Color: Buff
⑥	Wave Inlet (Back lit)	Material: Cast Stone Color: Dark Buff

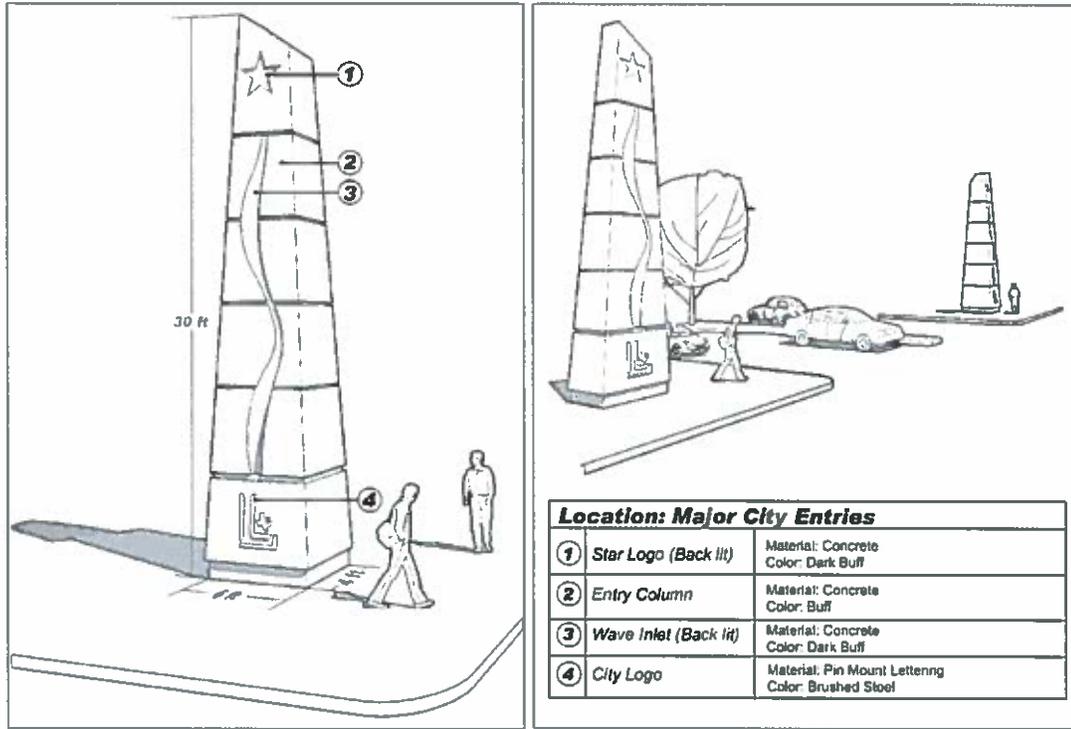
City Landmark



Location: Intersections along IH35 and IH20

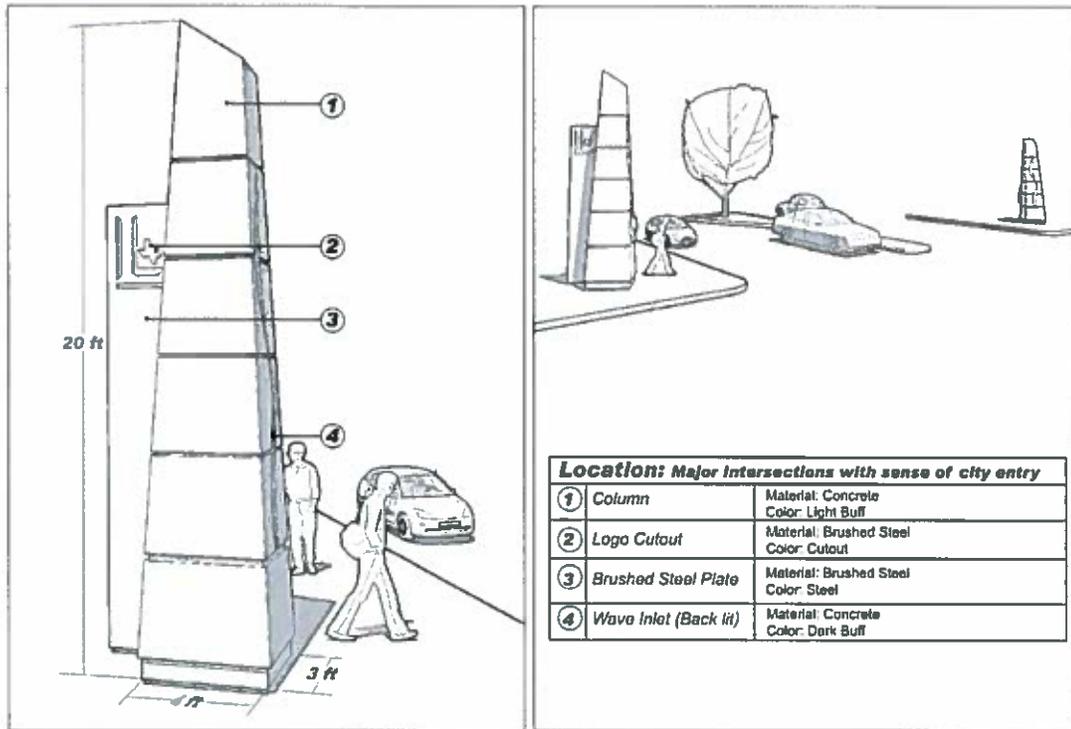
①	Star Logo (Back lit)	Material: Concrete Color: Dark Buff
②	Entry Column	Material: Concrete Color: Buff
③	Wave Inlet (Back lit)	Material: Concrete Color: Dark Buff
④	City Logo	Material: Pin Mount Lettering Color: Brushed Steel

Major City Gateway



Location: Major City Entries	
①	Star Logo (Back lit) Material: Concrete Color: Dark Buff
②	Entry Column Material: Concrete Color: Buff
③	Wave Inlet (Back lit) Material: Concrete Color: Dark Buff
④	City Logo Material: Pin Mount Lettering Color: Brushed Steel

Intermediate Gateway



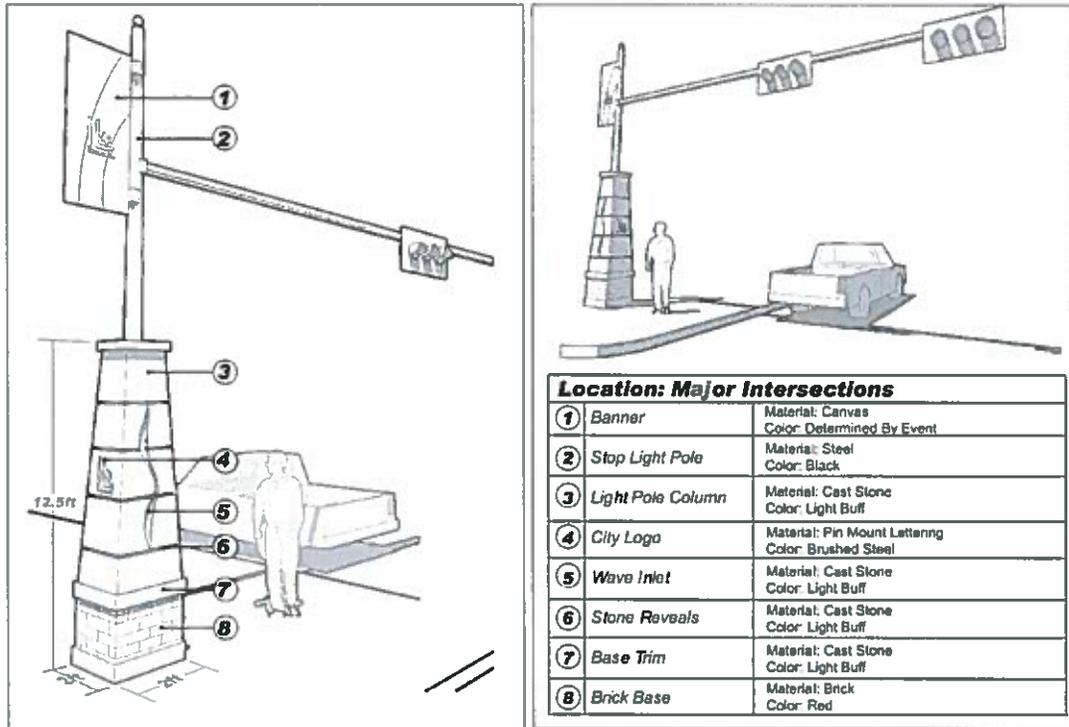
Location: Major intersections with sense of city entry

①	Column	Material: Concrete Color: Light Buff
②	Logo Cutout	Material: Brushed Steel Color: Cutout
③	Brushed Steel Plate	Material: Brushed Steel Color: Steel
④	Wave Inlet (Back lit)	Material: Concrete Color: Dark Buff

Minor Gateway

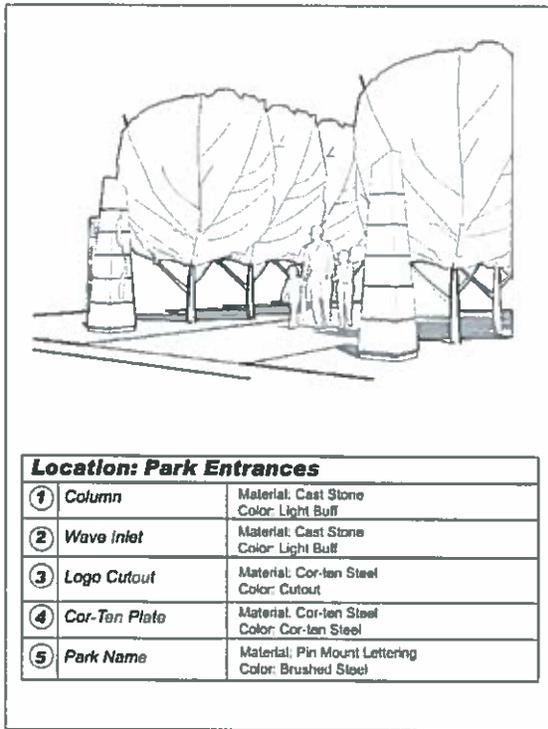
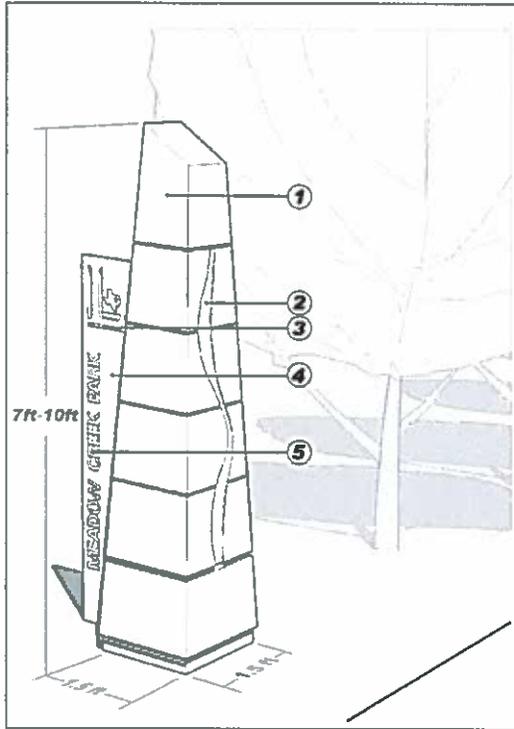
Location: Town Square Entries	
① <i>Cap</i>	Material: Cast Stone Color: Light Buff
② <i>Recess</i>	Material: Cast Stone Color: Light Buff
③ <i>Column</i>	Material: Cast Stone Color: Light Buff
④ <i>City Logo (recessed)</i>	Material: Cast Stone Color: Light Buff
⑤ <i>Recess</i>	Material: Cast Stone Color: Light Buff
⑥ <i>Column Siding</i>	Material: Brick Color: Red (Match surrounding architecture)
⑦ <i>Column Base</i>	Material: Cast Stone Color: Light Buff

Town Square | Downtown Gateway



Location: Major Intersections	
① Banner	Material: Canvas Color: Determined By Event
② Stop Light Pole	Material: Steel Color: Black
③ Light Pole Column	Material: Cast Stone Color: Light Buff
④ City Logo	Material: Pin Mount Lettering Color: Brushed Steel
⑤ Wave Inlet	Material: Cast Stone Color: Light Buff
⑥ Stone Reveals	Material: Cast Stone Color: Light Buff
⑦ Base Trim	Material: Cast Stone Color: Light Buff
⑧ Brick Base	Material: Brick Color: Red

Intersection Node	(Column with or without light feature)
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Location: Park Entrances

① Column	Material: Cast Stone Color: Light Buff
② Wave inlet	Material: Cast Stone Color: Light Buff
③ Logo Cutout	Material: Cor-ten Steel Color: Cutout
④ Cor-Ten Plate	Material: Cor-ten Steel Color: Cor-ten Steel
⑤ Park Name	Material: Pin Mount Lettering Color: Brushed Steel

Park Entry



Implementation Recommendations

Projects are listed by category. Costs shown reflect estimated costs in 2005. As these projects are considered for funding, a detailed cost estimate should be developed.

Priority Implementation Criteria

In order to achieve immediate results from the Streetscape Master Plan recommendations, it is suggested that a practical and realistic approach be followed, whereby the highest priority for any of the components of the Streetscape Master Plan be determined by the following criteria:

i) **Existing Street Improvements**

Where streets and roadways were recently widened and improved as part of the Capital Improvement Plan e.g. Beltline Road, Wintergreen East of Dallas Avenue and Houston School Road north of Beltline Road.

ii) **New Construction**

For all new street and roadway improvements the cost, design and implementation of the streetscape beautification as per the Streetscape Master Plan, should be factored in during the planning, design and construction of the improvements.

iii) **Entry Gateways**

An immediate need is to create entry gateways to Lancaster in order to establish and promote a new image for the City, especially as perceived from IH 20 and IH 35.

Action Plan

Based on the implementation strategy, the short, medium and long term implementation actions are shown as the Action Plan below.

The Action Plan recommends the basic actions and tasks using the cost estimates that follow in order for the City of Lancaster to reach the goals and objectives for the Streetscape Master Plan



Short Term Goals - Years 2006-2010

Landmark	
<ul style="list-style-type: none"> Land acquisition, design and construction of a City of Lancaster Landmark at the high southeast of IH35 and Beltline Road. 	\$1,120,000
Major Gateways	
<ul style="list-style-type: none"> Establish Gateway at IH 35 and Pleasant Run Road 	\$500,000
Intermediate Gateways	
<ul style="list-style-type: none"> Lancaster-Hutchins Road at City Limits 	\$400,000
Minor Gateways	
<ul style="list-style-type: none"> IH 35 and Danieldale 	\$300,000
<ul style="list-style-type: none"> Main Street and Beltline (West Intersection) 	\$300,000
Downtown Gateway	
<ul style="list-style-type: none"> Main Street and Dallas Avenue 	\$300,000
Nodes	
<ul style="list-style-type: none"> Belt Line Road and Houston School Road 	\$300,000
<ul style="list-style-type: none"> Pleasant Run Road and Houston School Road 	\$300,000
<ul style="list-style-type: none"> Telephone Road and Dallas Avenue 	\$300,000
Subtotal Years 2006-2010	\$3,820,000



Major Thoroughfares Parkways and Medians (\$630,000 per mile - Contractor Bid Option Phase 1)

• Belt Line Road, 4 miles	\$2,520,000
• Houston School Road, 6 miles	\$3,780,000
• Pleasant Run Road, 5.5 miles	\$3,465,000
• Dallas Avenue, 3 miles	\$1,890,000
• Lancaster-Hutchins Road, 5 miles	\$3,150,000
• Main Street, 2 miles	\$1,260,000
Subtotal Major Thoroughfares, Parkways and Medians using Contractor Bid	\$16,065,000

Major Thoroughfares Parkways and Medians (\$ 350,000 per mile – Volunteer Option Phase 1)

• Belt Line Road, 4 miles	\$1,400,000
• Houston School Road, 6 miles	\$2,100,000
• Pleasant Run Road, 5.5 miles	\$2,925,000
• Dallas Avenue, 3 miles	\$1,050,000
• Lancaster-Hutchins Road, 5 miles	\$1,750,000
• Main Street, 2 miles	\$700,000
Subtotal Major Thoroughfares, Parkways and Medians using Volunteers for Planting	\$8,925,000

The total cost for the improvement in the years 2006-2010 using the contractor option is **\$20 million** (\$19,885,000). Using the volunteer option, the total cost is **\$13 million** (\$12,745,000).



Medium Term Goals - Years 2011-2015

Major Gateways	
• IH 20 and Houston School Road	\$500,000
• Cedardale and Dallas Avenue	\$500,000
Intermediate Gateways	
• Beltline Road at Lancaster Airport	\$400,000
• Dallas Avenue at Wintergreen	\$400,000
• IH 35 and Wintergreen	\$400,000
• IH 35 and Bear Creek	\$400,000
Minor Gateways	
• Lancaster-Hutchins Road and Pleasant Run Road	\$350,000
• Dallas Avenue and Pleasant Run Road	\$350,000
• Main Street and Lancaster-Hutchins Road	\$350,000
• Dallas Avenue and Belt Line Road	\$350,000
• State Street and Belt Line Road	\$350,000
• Dallas Avenue and Lancaster-Hutchins Road	\$350,000
Downtown Gateways	
• East Main Street and Henry Street	\$300,000
• South Central Avenue and West Cedar Street	\$300,000
• North Central Avenue and East First Street	\$300,000



Nodes	
• Main Street and Beltline (East Intersection)	\$300,000
• Main Street and Houston School Road	\$300,000
• Main Street and Bluegrove	\$300,000
• Belt Line and Bluegrove	\$300,000
• Pleasant Run Road and Bluegrove	\$300,000
• Wintergreen and Houston School Road	\$300,000
Total	\$7,400,000

The total cost for the improvement in the years 2011-2015 is \$8 million (\$7,400,000). The cost would increase by \$900,000 per linear mile for additional streetscape improvements.



Funding Recommendations

Funding strategies include monies provided by:

- City e.g. General Fund Expenditures, Bond Funds and Half Cent Sales Tax Funds
- Special assessments of businesses and residents within the district. Funding may include public improvement districts. **Developers will be financially responsible for the sidewalks, entranceways, fences and treed parkways adjacent to their developments whether it is residential, commercial, or light industrial in nature.**
- **The cost of parkway planting of street trees may also be shared by developers.**
- Grants (county, state, or federal agencies), may require matching funds from City general fund tax dollars.